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REFERENCE

# COAST GUARD BULLETIN



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## REAR ADMIRAL MERLIN O'NEILL SWORN IN AS ASSISTANT COM- MANDANT OF COAST GUARD

Commodore Merlin O'Neill, on 15 February, was sworn in as Assistant Commandant of the United States Coast Guard, with the rank of rear admiral, his nomination by President Truman having been confirmed by the Senate. Rear Admiral O'Neill succeeds Rear Admiral L. T. Chalker who becomes deputy commandant.

Commodore Merlin O'Neill, United States Coast Guard, was born in North Kenova, Ohio, on 30 October 1888, the son of John H. and Katherine Forgey O'Neill. Following his graduation from Morgan City High School, Morgan City, La., in 1916, he attended Western Kentucky State Normal School from September of that year until March 1917, and the United States Military Academy from June 1917 to January 1918. He next enrolled at the Marion Institute, Marion, Ala., where he remained until he was appointed a cadet in the United States Coast Guard in July of the same year. He received a commission as an ensign in March 1921.

His first assignment was on the cutter *Gresham*, from which he was detached in April 1922, at St. George, N. Y., for assignment to the *Haida*, at Seattle, Wash. From December 1923 to November 1924, he served on the *Algonguin* and then was attached to the *Mojave* until January 1925. Returned to the Atlantic coast, he was assigned to the Navy Yard, Philadelphia, Pa., for duty in connection with reconditioning and equipping the *Ericsson* and service aboard this destroyer when it was commissioned.

For 3 years, beginning in September 1927, he was attached to the staff of the Coast Guard Academy, New London, Conn. In November 1929, he was designated as commandant of cadets in addi-

tion to his regular instruction duties. While at the Academy, he took part in three summer practice cruises for cadets.

Leaving the Academy in October 1930, he became commanding officer of the destroyer *Monaghan*, at Boston, Mass. His next assignment, in January 1931, was command of the destroyer *Herndon*, from which he was detached 2 months later to take command of the destroyer *Cassin*. During this latter assignment, the *Cassin* attained the highest merit for destroyers in engineering competition for the year ending June 1932.

Transferred in June 1933, to command of the cutter *Apache* at Curtis Bay, Md., he served on this vessel until October 1935, when he began a 7-year period of duty at Coast Guard Headquarters, Washington, D. C. His first assignment at headquarters concerned off-shore patrol activities. During May and June of 1937 he served as technical advisor to the United States delegation at the International Whaling Conference meeting in London, England. When the Coast Guard Auxiliary was formed, Commodore O'Neill served as its first director and later was reassigned to duty in the Operations Division.

Detached from headquarters in October 1942, he became the commanding officer of an assault transport and served in this capacity until May 1944. During this time, his ship took part in operations against North Africa and Sicily and in the South Pacific. For exceptionally meritorious conduct in the performance of outstanding services as commanding officer of this transport, the *Leonard Wood*, during the amphibious invasion of Sicily, Commodore O'Neill received the Legion of Merit.

Returning to shore duty in May 1944, he served for a short period in the District Coast Guard Office, Fifth Naval District, Norfolk, Va., and in July, was

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designated commanding officer of the Coast Guard amphibious training unit at New River, N. C. In August, he became commander of the Baltimore, Md., Section, a command embracing the activities of captain of the port, Division of Marine Inspection, Pilot Stations, the Coast Guard Base, Subrecruiting Station, and Fort McHenry Training Station.

Early in 1945, he returned to headquarters for assignment as assistant chief finance officer until June of that year when he was appointed assistant chief, planning and control staff. In August 1945, he was transferred to Norfolk, Va., and named District Coast Guard Officer of the Fifth Naval District.

#### COAST GUARD ACTIVITIES FIGURE IN ANNUAL REPORT OF SECRETARY OF THE NAVY

The annual report of the Secretary of the Navy to the President of the United States, for the period between 1 July 1944, and 30 June 1945, had the following to say about the Coast Guard:

The United States Coast Guard was placed under the operational control of the Navy on 1 November 1941. During the war years its normal functions were greatly expanded and its operations were enlarged to include naval duties especially suited to its personnel and facilities. This expansion involved an increase in personnel from the pre-war strength of 13,800 to 171,200, including 9,700 Spars, on 30 June 1945. At that time 97,900 were assigned to Coast Guard units, 66,600 to Navy units and 6,700 to Army and Marine Corps units, with nearly 51 percent of the male personnel afloat. To the 1,400 vessels on hand before the war were added 4,052 vessels; after decommissioning of more than 2,000, the service had 3,174 vessels excluding pulling boats in mid-1945.

The Coast Guard played an important wartime role in convoy and patrol work, manning of Army and Navy vessels, ice operations, port security, aircraft patrol, and amphibious operations. Not only have its men participated in every important landing operation, but they trained others in the handling of landing craft.

Early in 1942, by Executive order, the Coast Guard was assigned the protection of ports against fire, sabotage, or other wartime contingency. A related responsibility was supervising the handling of explosives and dangerous cargoes, an activity extended in 1945 to important European ports used as for-

warding points for the Pacific Theater. After Germany's defeat, there was considerable relaxation in Port Security activity, which had entailed a maximum of 31,000 personnel ashore, 10,400 afloat, and 1,872 small craft, including 253 fireboats. A unique use of some 50,000 volunteers serving as Temporary Reserves without pay featured this activity at its peak.

Coastal picket activity, organized in 1942 to help cope with the submarine menace, involved a total of 315 small craft manned by the Coast Guard. The beach patrol and coastal lookout to protect the coasts and prevent landing of saboteurs expanded the normal Coast Guard beach forces to approximately 23,500 men, 2,300 horses and 2,000 dogs. The patrol and lookout activities later were eliminated except for a few lookouts on the Pacific coast. Sharp curtailment in port security, coastal pickets and beach patrol made possible the transfer of additional men to sea duty.

The function of Merchant Marine Inspection, including licensing and certifying as well as discipline of merchant marine personnel, extended to all war theaters where merchant shipping congregated. Expanded icebreaking facilities permitted material assistance to wartime shipping movements on the interior rivers, the Great Lakes, the North Atlantic coast, and elsewhere.

An Air-Sea Rescue Agency headed by the Commandant was established in 1944, at request of the joint chiefs of staff and by direction of the Secretary of the Navy, with a board of Army and Navy representatives to guide the agency. Coast Guard weather ships operating through the North Atlantic continued to contribute greatly to the safety of air traffic, including the return movement from the European theater.

Supplementing its 33,000 aids to marine navigation, the Coast Guard was assigned the duty of maintaining and operating loran (long range aids to navigation) and radar beacons established by direction of the joint chiefs of staff for guidance of planes and ships in war operation. Loran stations operating in mid-1945 included 11 in the Atlantic and 44 in the Pacific areas. In addition, the Coast Guard was assigned the establishment and operation of some 51 direction finder stations forming networks which gave coverage for the Western Atlantic, the Gulf of Mexico, the Caribbean Sea and the Western Pacific. Special Coast Guard construction groups carried out the building of these various types of stations.

The Coast Guard's 24 coastal radio communications stations were augmented by 5 leased commercial stations handling allied merchant vessel messages (BAMS), broadcasting weather and hydrographic reports, assisting in rescue operations and handling authorized commercial business where other facilities were lacking. In order to meet changing war conditions, the

Safety and Distress Communication Plan of November 1942 was revised and reissued on 15 May 1945.

Through these and other functions, the wartime Coast Guard augmented its peacetime capacity to save lives and—in its tradition as lineal descendant of the first naval organization of the American republic—assumed the duties of combat.

*Coast Guard personnel on active duty 30 June 1945*

Classification	Regular			Re-tired all ashore	Reserve			Total		Grand total
	Ashore	Afloat	Total		Ashore	Afloat	Total	Ashore	Afloat	
Grand total	14,227	13,306	27,533	136	74,737	68,786	143,523	89,100	82,092	171,192
Officers	2,303	2,375	4,678	80	4,343	3,582	7,925	6,726	5,967	12,683
Commissioned	1,856	1,749	3,605	34	3,960	3,472	7,432	5,850	5,221	11,071
Line	1,679	1,739	3,418	31	2,832	3,471	6,303	4,542	5,210	9,752
Engineers	15	15	30	3				18	18	18
Aviators (pilots)	162	10	172		261	1	262	423	11	434
Observers										
Spars					867		867	867		867
Warrant	447	626	1,073	46	383	110	493	876	736	1,612
Regular Coast Guard	447	626	1,073	46				493	626	1,119
Reserve (Regular)					383	110	493	383	110	493
Enlisted personnel	11,705	10,931	22,636	86	70,394	65,204	135,598	82,155	76,135	158,290
Regular Coast Guard	11,705	10,931	22,636	56				11,761	10,931	22,692
Reserve (Regular)					61,517	65,204	126,721	61,517	65,204	126,721
Spars					8,577		8,577	8,577		8,577
Cadets (Regular Coast Guard)	219		219					219		219

**DROPPING OF RELEASE POINTS  
RESULTS IN ACCELERATION  
OF DEMOBILIZATION**

During the 30 days between 15 January and 16 February points required for release of personnel were reduced in all categories, as follows:

Jan. 15 Feb. 15

Male officers	43	40
Spar officers	32	28
Male enlisted	40	36
Spar enlisted	26	22
Enlisted men with the ratings of yeoman, storekeeper, pharmacist's mate	40	38
Enlisted spars with the ratings of yeoman, storekeeper, pharmacist's mate	26	24

Since 1 February there has been a marked increase in the number of separations, due primarily to the dropping of the points. The average daily number of discharges of enlisted personnel for the week ending 15 February was 575, for the previous week, 414. Enlisted

personnel released between 15 January and 15 February totaled 9,727; 633 of this number being SPARS. The total number of enlisted personnel released to 15 February was 81,750. The total number of officers released to this date was 5,029.

**NEW LEGISLATION PROVIDES  
ANNAPOLIS APPOINTMENTS  
FOR SONS OF VETERANS**

Public law 228 provides that the number of midshipmen authorized by law enacted prior to the enactment of this act at the United States Naval Academy is hereby increased by such number as may be appointed by the President from the United States at large from among the sons of persons who have been or shall hereafter be awarded a Medal of Honor in the name of Congress for acts performed while in any of the armed forces of the United States provided that all such appointees are otherwise qualified for admission.

Public law 229 provides that the number of midshipmen now authorized by law at the United States Naval Acad-

emy is hereby increased by 40 from the United States at large, to be appointed by the President from among the sons of members of the land or naval forces (including male and female members of the Army, Navy, Marine Corps, and Coast Guard, and of all components thereof) of the United States who were killed in action or have died, or may hereafter die, of wounds or injuries received, or disease contracted, or pre-existing injury or disease aggravated, in active service during World War I and World War II (as each is defined by laws providing service-connected compensation or pension benefits for veterans of World War I and World War II and their dependents) provided that the determination of the Veterans' Administration as to service connection of the cause of death shall be binding upon the Secretary of the Navy, provided further that all such appointees are otherwise qualified for admission and appointees under this act shall be selected in order of merit as established by competitive examination. Applications for or by eligible candidates under these laws shall be forwarded to the chief of naval personnel as early as possible and no later than 17 March 1946.

**UNLIGHTED AIDS TO NAVIGATION NOW CALLED DAY BEACONS**

Unlighted aids to navigation maintained by or under authority of the United States Coast Guard formerly referred to as "beacons" will hereafter be referred to as "daybeacons." The 1946 editions of the United States Coast Guard Light Lists, except the list for the Mississippi and Ohio Rivers and their tributaries, will be changed accordingly.

**JOHN S. CONWAY, FORMER DEPUTY COMMISSIONER OF LIGHTHOUSES, DIES**

John S. Conway, formerly Deputy Commissioner of Lighthouses, under the Department of Commerce, died in Washington, D. C., 21 January. Interment was in Philadelphia.

Mr. Conway had completed 25 years of Government service when he retired on 14 February 1930. Born in Philadelphia in 1878, he graduated from the University of Pennsylvania in 1900 with a degree in civil engineering. He entered the Reclamation Service in 1905 in Montana, and was appointed Chief Construction Engineer in the Lighthouse

Service by President Taft in 1910. Appointed deputy commissioner of lighthouses in 1912, he served in that position over 17 years, reviewing and making recommendations on the work of all divisions of the Bureau of Lighthouses and supervising personnel of the Lighthouse Service. In connection with his duties, he traveled extensively throughout the country. He was retired for disability on 14 February 1930.

Mr. Conway was president of the Washington Society of Engineers in 1922, and a member of the American Society of Civil Engineers and of the American Society of Mechanical Engineers. He had been also a member of the Cosmos Club of Washington.

**DONALD MOLONY EMPIRE STATE BOMBER CRASH HERO GETS COMMENDATION**

Donald Molony, PhM3c, who, at the time of the Empire State Building bomber crash last July, climbed 79 flights of stairs to render first aid to the injured, has been awarded the Commendation Ribbon. Molony is now attached to the Coast Guard manned troop transport *Black*. The commendation was signed by James Forrestal, Secretary of the Navy.

**NEW COMMANDANT REAFFIRMS COAST GUARD'S INTEREST IN THE AUXILIARY**

**MESSAGE FROM THE COMMANDANT**

With the beginning of the new year and my appointment as Commandant of the Coast Guard, I wish to express my appreciation for the outstanding devotion to duty displayed by the members of the Auxiliary during the past trying years, and to reaffirm the Coast Guard's vital interest in the future of this splendid organization.

The Auxiliary, during the war years, was indispensable. Many thousands of you served faithfully and loyally as Auxiliaries, and as temporary members of the Coast Guard Reserve, performing well hundreds of tasks, and relieving thousands of Coast Guardsmen for duty outside the continental limits. The Coast Guard is deeply appreciative of this service.

During the months since VJ-day, the service has been immersed in the problem of demobilization and its far-reaching effects. This has resulted in what would appear to be lack of interest given to many other phases of the service, including the Auxiliary. It is hoped that not only the Auxiliary, but that the

entire Coast Guard has understood the problems facing the Service since VJ-day. Many of these problems have been solved, and I am pleased to state at this time, that the entire Auxiliary structure is being studied, and plans are being made which will constructively modify certain aspects of the present Auxiliary organization and regulations with the purpose of fully utilizing personnel and facilities during the post-war period.

**AMPHIBIOUS VEHICLES OPERATED ON NAVIGABLE WATERS  
CLASSED AS MOTORBOATS**

Amphibious jeeps and ducks, when used on the navigable waters of the United States by private parties, are motorboats, according to a ruling made by Coast Guard headquarters. Such vehicles clearly come within the definition of undocumented vessels and motorboats as defined by the acts of 7 June 1918, as amended, and 25 April 1940, they being vessels operated in whole or in part by machinery on the navigable waters of the United States, and must be numbered and equipped as required by the law and regulations.

**GREENWOOD LAKE DECLARED A PART OF THE NAVIGABLE WATERS OF UNITED STATES**

Greenwood Lake, located partly in Passaic County, N. J., and partly in Orange County, N. Y., has been declared a part of the navigable waters of the United States. Motorboats operating on the lake are now, therefore, subject to the motorboat regulations enforced by the Coast Guard. Motorboats coming within the provision of the Motorboat Act must be numbered or documented, must carry the equipment required by law, and must also be inspected if they are over 15 gross tons and carry passengers for hire. The District Coast Guard Officer at New York, N. Y., under whose jurisdiction Greenwood Lake falls, has informed motorboat owners of the new status of the lake, suggesting that steps be taken to comply with the laws and regulations for the opening of the coming boating season.

**CAPT. RAE B. HALL RETIRES**

Capt. Rae B. Hall, USCG, was retired because of physical disability effective 1 January. Captain Hall was captain of the port of Norfolk, Va., from 10 March 1942 to 1 November 1943, and for

his work in this capacity was awarded the Legion of Merit.

The 53-year-old captain graduated from the Coast Guard Academy in New London, Conn., in 1913, and with the exception of 1 year, immediately after World War I, has served continuously in the Coast Guard, seeing duty aboard 18 different vessels. He was commanding officer of the Coast Guard Cutter *Mohawk*, operating out of Cape May in the years 1939-40. His brother, Commodore Norman B. Hall, USCG, is vice chairman of the Merchant Marine Council. Captain Hall, a former resident of Temarest, N. J., resides at the present time in Norfolk, Va.

**RIBBONS DESIGNATING EDUCATIONAL ADVANCEMENT ARE PRESCRIBED**

More than 1,200 members of the Coast Guard Auxiliary qualified prior to the adoption of the new Auxiliary regulations in April 1945, for the advancement grades of navigator, senior navigator, engineer, etc. These members and former members, named on a list just prepared by headquarters, were issued certificates of award for the various grades and they may now wear on the Auxiliary uniform the ribbon or ribbons designating the advancement grades earned.

Ribbons authorized to be worn on the Auxiliary uniform are to be worn in horizontal rows of three each, if that number or more be possessed, the rows to be spaced one quarter inch apart. They shall be worn on the left breast clear of the lapel and above the pocket opening.

Members who earned the advancement grades of navigator, senior navigator, engineer, etc., may wear on the Auxiliary uniform the prescribed ribbon or ribbons designating such advancement.

**REVISED EDITION OF REGULATIONS ON MILITARY EXPLOSIVES ISSUED**

A revised edition of the Regulations Governing Transportation of Military Explosives on Board Vessels During Present Emergency, has just been published. These regulations were originally promulgated on 1 October 1942, and the present revisions have already been published in the Federal Register. Now available in pamphlet form, copies of the revised regulations have been forwarded to captains of the port. The revised regulations enhance safety by simplifying the problem of stowage of these cargoes, and by exact and more

complete identification of all items of ammunition and explosives, especially the new items developed during the progress of the war. All supervisors should secure a copy of this new pamphlet.

**YEOMAN AND PHARMACIST  
MATE TRAINING CLASSES  
BEING REESTABLISHED**

The Yeoman School at the Groton Training Station is being reestablished, a class of 50 men having been convened on 4 March.

Pharmacist's mate training at Groton was reestablished with the assignment of 20 men to a class convening on 25 February. The course will be 12 weeks in length. Other classes will follow at 12-week intervals.

These schools are being reestablished at this time as the number of men trained in these ratings now remaining in the service is insufficient for the postwar needs.

**COAST GUARD REESTABLISHES  
INTERNATIONAL ICE PATROL  
ON NORTH ATLANTIC**

Coast Guard cutters are now ready to sail for the International Ice Patrol of the North Atlantic, the patrol having been reestablished this year at the direction of the President, and March being the month when ice usually begins to threaten vessel traffic. This service to shipping, inaugurated through international agreement after the sinking of the *Titanic* through striking an iceberg, was maintained regularly by the Coast Guard until terminated after the season of 1941. During hostilities, there was no regular ice patrol.

Function of the Coast Guard cutters on the ice patrol is to observe the drift of ice from northern regions toward the established steamship lanes between Europe and North America, and to issue warnings of the position of dangerous bergs. The ice breaks off from the massive Greenland glaciers and makes its way southward, slowly melting and dividing into smaller parts. Before disintegrating, some of these bergs reach the steamship lanes where they constitute a grave danger.

Information concerning ice, growlers, and icebergs will be coordinated by the patrol vessels, from their own observations, from aerial surveys, and from sightings reported by other ships and planes operating in or crossing the area subject to ice hazards. This information will be summarized in radio dispatches broadcast twice daily. The pa-

trol area is about the size of the State of Pennsylvania, in the general region of the Grand Banks of Newfoundland. During the ice season, which usually extends from April to July, this region, at the confluence of the Gulf Stream and Labrador Current, is blanketed in fog during a large part of the time.

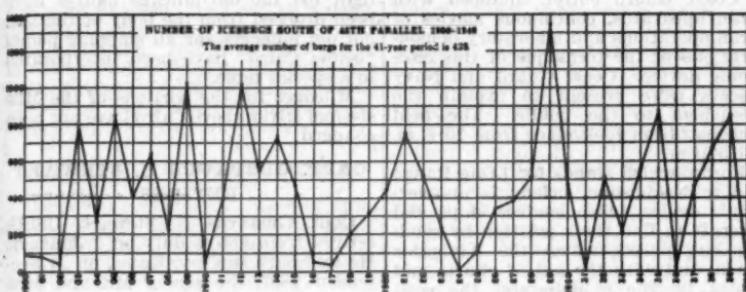
Both planes and ships will be used on ice patrol and these will be based at Argentia, Newfoundland, where the International Ice Patrol Commander and staff will make their headquarters. Coast Guard-manned B-24's will make the aerial surveys, supplemented by additional Coast Guard aircraft when required. The *Owasco* class cutters have been assigned for surface patrol. This class of vessel is single screw, turbine-electric, capable of developing 4,000 shaft horsepower. These vessels are 254 feet in length, and have a cruising radius of 14,800 nautical miles at 11 knots or 5,750 nautical miles at 18.4 knots. They carry a complement of 15 officers and 108 men. It is contemplated that 1 cutter will be on patrol and 1 vessel will be on standby status in the vicinity of Argentia.

Loran and radar will be used for the first time on ice patrol this year, the first for the accurate determination of the position of the observing vessels in times of poor visibility, and the second for the detection of bergs. Radar is expected to prove particularly useful for the detection of bergs at night and during fog, rain, or snow. However, it is highly probable that some bergs, almost entirely submerged, and small but dangerous growlers, will not be detected by the apparatus. Both planes and ships will be equipped with radar and loran.

In addition to the regular work of locating ice and warning passing vessels, the officers of the patrol vessels are directed to make other observations, particularly with regard to the currents in the vicinity of the Grand Banks, the physical properties of the ice, its drift, erosion, and melting; temperatures of sea water and atmosphere in the vicinity of the ice; habits of birds, and seals with regard to ice; and, in short, to gather all sorts of information that might help the navigator in those regions.

**AIR AND MARINE NAVIGATORS  
FORM NEW INSTITUTE  
OF NAVIGATION**

There has recently been established, by a group of military personnel and civilians concerned with sea and air navigation, an Institute of Navigation.



The purpose of this institute is to increase the safety of military and commercial travel, through the consolidation of the advances made in navigational aids and techniques during the war and through the furtherance of research.

The institute developed to meet a long-felt need for an open forum where sea and air navigators, equipment makers, scientists, and members of the regulating boards could meet to discuss their common problems. An organizational meeting was held at the University of California at Los Angeles in June 1945 and the institute incorporated under the laws of California. In October 1945 the first annual meeting was held in New York; a constitution was adopted at that time. Considerable attention was given to the selection of a truly representative council; the 21 council members selected represent 13 distinct groups or types of interest.

Commander W. P. Hawley and Lt. Comdr. C. B. Lambert of the Coast Guard Academy, New London; and Commander F. G. Wild, and Lt. G. E. Patterson of Coast Guard headquarters, are among the members. Commander Wild is a member of the institute council and is also serving as chairman of the membership committee.

The first issue of a quarterly journal will appear shortly. This journal will include articles on all phases of navigation from methods adapted to small-boat sailing to world-wide commercial operation. Plans for a research center to stimulate and carry out investigations on important problems are being formulated.

The address of the Executive Secretary, Dr. Samuel Herrick, is University of California, Los Angeles 24, Calif. Information regarding membership can be obtained from Institute of Navigation, 1911 Eye St. NW, Washington, D. C.

#### NEW JERSEY ADOPTING COAST GUARD STANDARD MARKINGS FOR INLAND WATERWAY

Passages through the federally maintained intracoastal waterway and the intracoastal waterway within the State of New Jersey are being facilitated through the gradual adoption of the Federal system of marking by New Jersey State authorities. A recent conference of aids to navigation representatives from the office of the District Coast Guard officer, Fourth Naval District, and the Chief of the Department of Conservation of the State of New Jersey, developed the fact that all the spar buoys maintained by the State of New Jersey in its intracoastal waterway have been painted to conform to Coast Guard intracoastal waterway standards.

The State of New Jersey has also made a definite start toward the elimination of the non-Coast Guard standard types of buoys marking the waterway. It was learned that the system of stake lights maintained by the State is being numbered in accordance with Coast Guard standards. These changes will constitute a definite improvement, as vessel operators using both New Jersey and other sections of the intracoastal waterway will have as guides a system of navigational aids substantially uniform in character.

#### COAST GUARD AND NAVY HOLD FIRST PUBLIC DEMONSTRATION OF LORAN

The first public demonstration of loran, one of the new electronic aids to navigation for ships and aircraft, was held on 19 January at Floyd Bennett Field, N. Y. The demonstration staged jointly by the Coast Guard and Navy, included the showing of airplanes and

a Coast Guard cutter equipped with loran apparatus, continuous movies of loran operations and laboratory demonstrations of the technique of this electronic device. Coast Guard and Navy officers were present to explain the equipment to the public. The field demonstration took place from 10 a. m. till 5 p. m.

Loran, which stands for LOng Range Aid to Navigation, briefly is an electronic device which enables ships and aircraft to find their position by sending out pulses which the navigator reads, and with the aid of charts and tables, is able to determine the position of his craft. Its principal advantage over existent navigational devices is its ability to determine positions at great distances, and its speed and accuracy in any weather conditions.

#### 1946 MISSISSIPPI RIVER LIGHT LIST CONTAINS NEW MILEAGE TABLES

The 1946 edition of the Coast Guard Light List for the Mississippi River system will make its appearance during the present month. The new list will contain 368 pages, and the descriptions of the lights, buoys, and other aids to navigation will be corrected to 15 January 1946.

Principal change in the new issue will be the arrangement of the mileage information for the lower portions of the Mississippi River between the Head of Passes and Cairo. Since 1916 most of the aids in the Mississippi River have been fitted with marker boards or plates giving the mileage either above or below Cairo, Ill., at the mouth of the Ohio River. These mileages were also given in the light lists. As a result of natural channel changes and the construction of about 15 cut-offs, the actual sailing distances in the portion of the river below Cairo have decreased by more than 100 miles. To correct this situation, the Mississippi River Commission about 1941 recomputed the river mileage, and designated the Head of Passes at the mouth of the river, as the zero reference or starting point. The Coast Guard renumbered its aids to accord with the practice of the Mississippi River Commission in 1944.

The light list for 1945 contained two mileage columns, one showing the new mileage recently determined by the Mississippi River Commission from Head of Passes, and the other the older mileages "below Cairo." The old mileages were retained at the request of shipping interests using the information in the determination of rates. In the 1946

light list the old mileage figures have been dropped from the body of the list, but old mileages for all shipping points "below Cairo" have been incorporated in a special table.

Mileages for the portions of the Mississippi River above Cairo have not been changed.

#### CAPT. GUSTAVUS U. STEWART RETIRES

Capt. Gustavus U. Stewart, USCG, retired from active duty on 1 January. He was born in Clay, Kans., on 24 September 1887, the son of Mr. and Mrs. Thomas J. Stewart. He attended the public schools in Lowell, Mass., and Plymouth, N. H., and in May 1909, was appointed a cadet in the Coast Guard. Commissioned an ensign on 3 June 1912, he was assigned first to the *Seneca* and then the *Thetis*, and the *Snohomish*. As commanding officer of the *Snohomish*, during World War I, he convoyed submarine chasers along the Atlantic coast and to the Azores. At that time he was commended for "his ability and judgment shown in connection with the salvage operations on the Italian steamer *Ansaldo III*, disabled at sea and towed into New London harbor."

He was made assistant to the division supervisor of communications, Pacific coast, in December 1919, and in April 1920, assigned to the *Unalga*, on Bering Sea patrol. He was assigned command of the *Pamlico* in 1924.

In 1925, he was transferred to duty in Bay City, Mich., in connection with the building of Coast Guard patrol boats. In 1926, he was assigned to the New York Division; and in 1927, made purchasing officer of the New York store. In 1929, he was made commanding officer of the *Conyngham*, and in November of that year, assigned temporary command of the *Wainwright*. He was promoted to commander in 1931, and assigned to the *Unalga* in San Juan, P. R., in 1935. In 1937 he was appointed chief ordnance officer at Coast Guard headquarters, Washington, D. C.

He became northern inspector in 1941, and was promoted to captain that year. In 1942, he was assigned to New York for the building of the Manhattan Beach Training Station, of which he was later made commanding officer. He served also as assistant district coast guard officer until his retirement from the service.

#### PRECEDENCE IN WEARING OF DECORATIONS CHANGED

Precedence in the wearing of certain decorations awarded by the Navy De-

partment has been changed, by a modification in the Navy Bureau of Personnel Manual. The Silver Star Medal is now to follow immediately after the Distinguished Service Medal, and the Legion of Merit shall follow immediately after the Silver Star Medal.

#### CHANGES IN ASSIGNMENTS

Commodore William J. Keester from Coast Guard Headquarters to Coast Guard Yard as Commandant.

Capt. Robert H. Furey from Coast Guard Yard to home pending retirement.

Capt. Chester A. A. Anderson detached from duty as Chief, Demobilization Division to duty as Chief, Auxiliary Division, in the office of personnel.

Capt. Harry W. Stinchcomb from APA 36 to Coast Guard Headquarters for temporary duty.

Capt. John A. Glynn from Coast Guard Training Station, Alameda, Calif., to AP 125.

Capt. Paul W. Collins from AP 125 to Captain of the Port, Mobile, Ala.

Capt. Harold G. Belford from AP 115 to Coast Guard Receiving Station, Boston, Mass.

Capt. Frank A. Leamy from APA 13 to Coast Guard Headquarters.

Capt. Nathaniel S. Fulford from Coast Guard Training Station, Manhattan Beach, N. Y., to District Coast

Guard Officer, Seventeenth Naval District.

Capt. Kenneth P. Maley from AKA 17 to District Coast Guard Officer, Eighth Naval District for temporary duty.

Capt. Clarence C. Paden from APA 14 to AKA 17 as commanding Officer.

Capt. Edward H. Fritzsche from District Coast Guard Officer, Seventeenth Naval District to District Coast Guard Officer, Thirteenth Naval District for temporary duty.

Capt. J. F. Jacot from Navy 920 to Manila, P. I., as commanding officer, Merchant Marine Detail, Manila, P. I.

Capt. John S. Baylis from Coast Guard Training Station, Manhattan Beach to Atlantic and Gulf Coast Comordinators, N. Y., for duty.

Capt. Thomas A. Shanley from Western Inspector to District Coast Guard Officer, Fifth Naval District as District Coast Guard Officer.

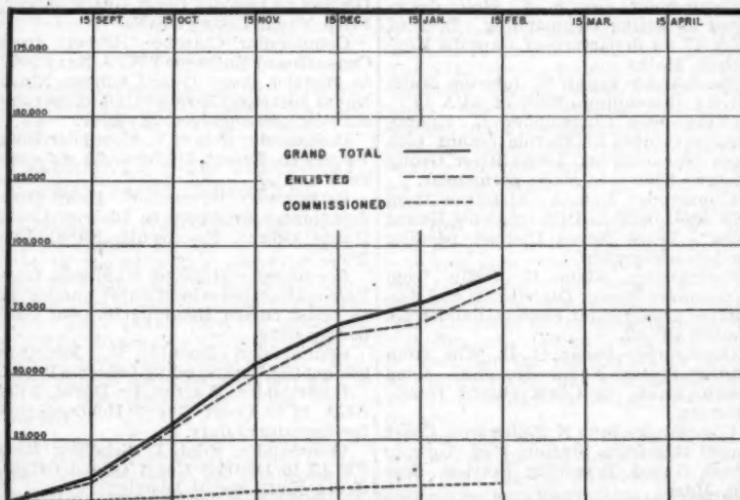
Capt. Richard L. Burke from Air-Sea Rescue to Eastern Sea Frontier as commanding officer, Coast Guard Headquarters Company.

Capt. Paul B. Cronk from APA 12 to AP 124.

Capt. Alexander L. Ford from AP 124 to Coast Guard Training Station, Alameda, Calif.

Commander Karl A. O. Zittel from *Ingham* to Commander Eastern Sea Frontier for duty under Air-Sea Rescue.

#### COAST GUARD PERSONNEL DEMOBILIZED



Demobilization graph.

Commander Richard C. Foutter from AP 117 to District Coast Guard Officer, Ninth Naval District, St. Louis, for duty as district personnel officer.

Commander Elden G. Wigle from Coast Guard Headquarters to District Coast Guard Officer, First Naval District, for temporary duty.

Commander Hubert R. Chaffee from AP 118 to AP 121 as engineering officer.

Commander Gilbert F. Schumacker from AP 114 to AP 125 as engineering officer.

Commander George W. Dick from AP 125 to Coast Guard Training Station, Alameda, Calif.

Commander Quentin M. Greeley from AP 118 to District Coast Guard Officer, Fifth Naval District.

Commander Charles W. Bliven (R) from Coast Guard Base, St. George, Staten Island, to District Coast Guard Officer, Third Naval District.

Commander Kenneth W. Donnell (R) from Unit 203 to District Coast Guard Officer, Twelfth Naval District for temporary duty.

Commander Gerald T. Applegate from Coast Guard Training Station, Alameda, Calif., to APA 26 as executive officer.

Commander Henry J. Wuensch from LCI(L) Flotilla 35 to District Coast Guard Officer, Eighth Naval District for temporary duty.

Commander Spencer F. Hewins from APA 36 to Coast Guard Training Station, Alameda, Calif., for temporary duty.

Commander George I. Holt designated as acting commanding officer of AKA 17 on departure of Captain Kenneth P. Maley.

Commander Frank K. Johnson designated commanding officer of APA 14.

Commander Christopher C. Knapp, temporary duty at Florida Group, 16th Fleet (formerly St. Johns River Group Reserve Fleet) is made permanent.

Commander Eric A. Anderson from LST Flotilla 29 to District Coast Guard Officer, Third Naval District pending further assignment.

Commander Alvin H. Giffin from Commander Escort Division 30 and designated Commander Escort Division 68, Aboard PF 52.

Commander Oscar C. B. Wey from United States Naval Hospital, Long Beach, Calif., to Coast Guard Headquarters.

Commander John N. Zeller from Coast Guard Receiving Station, New York to Coast Guard Receiving Station, Boston, Mass.

Commander John P. Gray (R) from Fort McHenry, Baltimore to Captain of the Port, Baltimore, Md.

Commander Frank V. Helmer from APA 36 to Coast Guard Training Station, Alameda, Calif.

Commander E. V. Carlson from Coast Guard Training Station, Alameda, Calif., to *Wachusett*.

Commander William B. Ellis from ComCorDiv 30 to District Coast Guard Officer, Seventh Naval District for duty as district planning and control officer.

Commander Samuel L. Dent from AP 115 to District Coast Guard Officer, Third Naval District for temporary duty.

Commander Eric A. Anderson from District Coast Guard Officer, Third Naval District to *Ingham*.

Commander Rufus E. Mroczkowski from AP 114 to District Coast Guard Officer, Ninth Naval District, St. Louis, Mo.

Commander Floyd M. Soule (R) from Commander, Task Force 24 to Commander Task Group 7 and designated Commander, Task Group.

Commander Bernard E. Scalan from AP 118 to *Eastwind*.

Commander Gordon P. McGowan from Academy to *Eagle* for duty as prospective commanding officer.

Commander John P. German from APA 35 to District Coast Guard Officer, Third Naval District as assistant aids to navigation officer.

Commander Wm. A. Little from District Coast Guard Officer, First Naval District to District Coast Guard Officer, Fifth Naval District ECM.

Commander Clarence Herbert from Coast Guard Engineer SWPA Navy 3002 to District Coast Guard Officer, Ninth Naval District, Cleveland, Ohio, as communications engineering officer.

Commander Robert T. Alexander from PF 56 to Escort Division 70 as commander.

Commander Edward W. Holtz from detachment ordnance to District Coast Guard Officer, Fourteenth Naval District.

Commander Richard E. Merell from Personnel Separation Center number 12 to Coast Guard Headquarters for temporary duty.

Commander Donald M. Morrison designated Commanding Officer APA 13.

Commander Warren L. David from AKA 16 to Coast Guard Headquarters for temporary duty.

Commander Fred J. Scheiber from PF 12 to District Coast Guard Officer, Seventeenth Naval District.

Commander Richard D. Schmidtman from APA 37 back to APA 12 as commanding officer.

Commander Albert E. Harned from Air-Sea Rescue to Coast Guard Headquarters for temporary duty under chief Air-Sea Rescue Division.

#### PROMOTIONS

John P. Gray (R) to captain.  
 Henry M. Anthony to commander.  
 Lloyd Layman (R) to commander.  
 William W. McKeller to commander.  
 Gerard A. Rault (R) to commander.  
 Clarence M. Speight (Ret.) to commander.

#### RELEASES FROM ACTIVE DUTY

Capt. Earl B. Hull (R) 9 February 1946.  
 Capt. Dorothy C. Stratton (WR) 15 January 1946.

#### RETIREMENTS

Rear Admiral Lorenzo Farwell returned to the retired list 10 December 1945.

Commodore LeRoy Reinburg retired 1 February 1946.

Capt. Rae B. Hall retired 1 January 1946.

Capt. John P. Murray, Jr., retired 1 January 1946.

Capt. Gustavus U. Stewart retired 1 January 1946.

Commander Garland W. Collings retired 1 January 1946.

Commander Petros DuPre Mills retired 1 January 1946.

#### DEATHS

Capt. John Bodeker, retired, died Saturday 12 January at Santa Barbara, Calif.

#### INFORMATION ON VOTING BY MILITARY PERSONNEL

**GENERAL INFORMATION.**—Servicemen will be eligible to vote under existing laws in the following elections to be held in 1946. Servicemen may apply for an absentee ballot by mailing at any time the post card applications (USWBC Form No. 1), which may be secured from the voting officer. Executed ballots must be returned by the day of the election in order to be counted.

**Alabama.**—A primary election will be held throughout Alabama on 7 May 1946. Candidates to be nominated include Governor, Lieutenant Governor,

secretary of State, State treasurer, State auditor, superintendent of education, commissioner of agriculture and industries, attorney general, associate members of the Alabama Public Service Commission, supreme court judges, State senators and representatives, and various county and local officials. Members of the armed forces who are registered and members of the merchant marine and certain attached civilians who are registered and have paid their poll tax may vote in this election by absentee ballot. The post card (USWBC Form No. 1) will be accepted at any time as an application for a ballot. Ballots will be available for mailing to voters about 10 March and must be received by election officials by election day in order to be eligible to be counted.

**Florida.**—A primary election will be held in Florida on 7 May 1946, and a second primary (if necessary) will be held on 28 May 1946. Candidates for United States Senator and Representative in Congress from each congressional district are to be nominated in these primaries. Absent servicemen and members of the merchant marine may vote by absentee ballot. Election officials will accept the post card or other application on or after 15 March. The ballot must be received by election officials by election day to be eligible to be counted.

**Illinois.**—A primary election will be held on 9 April 1946, throughout Illinois. Officers to be nominated include State treasurer, State superintendent of public instruction, Representative at Large in Congress, Representative in Congress from each Congressional District, State senators in the odd numbered senatorial districts, representatives to the general assembly, county judges, clerks, treasurer, sheriffs, superintendents of schools, probate judges, and others. Absent servicemen may vote in this election by absentee ballot under the regular civilian absent voting law. Members of the merchant marine, the American Red Cross, the Society of Friends and the United Service Organizations may vote under the regular civilian absent voting law. The post card will be accepted as an application for a ballot from members of the merchant marine and "attached civilian." The ballot will be available for mailing on or before 23 February 1946, and must be returned by election day to be eligible to be counted.

**North Carolina.**—A primary election will be held throughout the State on 25 May 1946, for the nomination of candidates for Representatives in Congress.

Members of the armed forces and the merchant marine may vote in this election by absentee ballot. Ballots will be available for mailing to voters on 20 April 1946, and must be returned by election day to be eligible to be counted.

*Ohio.*—A State-wide primary election will be held on 7 May 1946, for nomination of candidates for United States Senator (both full term and unexpired term), also for Representatives in Congress, Governor, Lieutenant Governor, attorney general, secretary of State, treasurer of State, two justices of the State supreme court, and county officials. Members of the armed forces of the United States and "certain attached civilians" may vote in this election by absentee ballot. Ballots will be available for mailing to voters on 8 March 1946, and must be received by local election officials by noon of election day to be eligible to be counted.

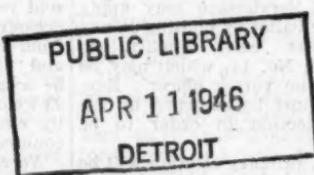
*Oregon.*—A primary election will be held in Oregon on 17 May 1946. Officers to be nominated include candidates for Representative in Congress from each Congressional District, Governor, secretary of State, superintendent of public instruction, commissioner of the bureau of labor, justice of the supreme court, seven judges of the circuit court, 10 district attorneys, State senators in certain districts and State representatives in all districts, together with certain county and municipal officials. Members of the armed forces may vote under the servicemen's voting law. Members of the merchant marine and "certain attached civilians" may vote under the regular civilian voting law. The post card (USWBC Form No. 1) is acceptable as an application for a ballot from servicemen and will be accepted at any time. The post card probably will be accepted as an application for a ballot from members of the merchant marine and "attached civilians" and the earliest date the county clerk may accept applications from these ab-

sent voters is 18 March 1946. The ballot will be available for mailing to voters by 25 March 1946, and to be eligible to be counted ballots must be received back by election officials by 11 May 1946.

*Pennsylvania.*—A primary election will be held on 21 May 1946, for the nomination of candidates for United States Senator, Representatives in Congress, Governor, Lieutenant Governor, secretary of internal affairs, senators and representatives in the general assembly and certain other officials. Members of the armed forces, the merchant marine and "certain attached civilians" may vote in this election and may use the post card as an application for a ballot. Ballots will be available to be mailed on or before 13 April 1946, and must be received by election officials by 1000 on 28 May 1946, in order to be eligible to be counted.

*South Dakota.*—Municipal elections will be held in South Dakota on 16 April 1946. Servicemen and others may vote under the regular civilian voting law and the post card probably will be accepted as an application for a ballot. Although no definite information is available as to the date ballots will be ready for mailing, it is known that ballots cannot be executed more than 15 days before the election.

*Wisconsin.*—A State-wide nonpartisan election will be held in Wisconsin on 2 April 1946. In addition to a Justice of the State supreme court and certain circuit, superior, and municipal judges and local officials who are to be elected, a constitutional amendment will be voted upon. Members of the armed forces, the merchant marine and "certain attached civilians" may vote in this election and may use the post card as an application for a ballot. Ballots will be available for mailing on or before 18 February 1946, and must be returned to local election officials by election day to be eligible to be counted.



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